

CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

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SUBJECT Economic Information: Railroads Held by Chinese Communists: Manchuria

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ORIGIN

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SUPPLEMENT

1. Since 1 July 1947 passenger trains have been running between Harbin and Mutanchiang (129-37, 44-35) on the following schedule:

<u>Lv. Harbin</u>	<u>Ar. Mutanchiang</u>	<u>Travel time</u>
0700	2010	13 hrs., 10 min.
1800	0710	13 hrs., 10 min.

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Freight trains do not run on schedule. Three or four leave Harbin daily, depending on the amount of freight to be transported. Note: See [redacted] in March, one passenger train and two mixed passenger-freight trains operated daily, from Harbin to Mutanchiang.

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2. Passenger trains between Mutanchiang and Tumen (129-50, 42-57):

<u>Lv. Mutanchiang</u>	<u>Ar. Tumen</u>	<u>Travel time</u>
7030	2300	15 hrs., 30 min.

<u>Lv. Tumen</u>	<u>Ar. Mutanchiang</u>	<u>Travel time</u>
0730	2300	15 hrs., 30 min.

3. Passenger trains between Tumen and Chiaocho (127-20, 43-43):

<u>Lv. Tumen</u>	<u>Ar. Tunhua</u> (128-14, 43-22)	
0700	1500	(change trains)

<u>Lv. Tunhua</u>	<u>Ar. Chiaocho</u>	<u>Travel time</u>
1900	2300	16 hours

Heavy military traffic on this line necessitates long delays.

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4. The railway between Peian (126-34, 47-16) and Heiho (127-11, 50-15) [See 00-5770, paragraph 1] has been under repair by the Chinese Communists since early May 1947. A large part of the work has already been finished. Passenger trains are not running on the line, although freight trains are often seen in Peian, fully loaded and heading for Heiho. These trains bear the name of the Chung Ch'ang Chinese-Ch'ang Ch'un Railway Bureau; it is believed that they come from Harbin. Note: See [redacted] which states that a third rail has been added to give it two gauges between Nomerh 126-40, 48-36 and Berezovka 127-50, 50-35.)

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5. In early May KUO Wei-cheng (郭維城), head of the Chinese Communist West Manchuria Railway Administration Bureau, went to Hailar (119-44, 49-13) to confer with Erkimbato (O-erh, chin-pa-tu) (額爾欽巴圖) on the building of a railroad between Hailar and Aershshan (119-58, 47-12). They agreed to start building the line immediately after all the necessary materials have been collected. Shanghai Note: In [redacted] Erkimbato is said to be an elder statesman of the Hulunbuir Government; he is also reported as head of the Hulunbuir Government.)

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6. Before noon on 17 August 1947 a riot occurred at plant #36 of the Northeast Railway Administration Office in Harbin. Two branch plant chiefs were killed and two foremen were injured. The riot was broken up by a squad of the Harbin Garrison Headquarters, and 16 rioters were arrested. The reason for the riot was that the plant, having received an order to increase production, had increased the working hours from eight to ten per day, starting 1 August. When the laborers became ill from overwork or other causes, plant authorities would not allow them sick leave. Moreover, poor working conditions in the plant caused friction and resentment between the workers and foremen. Officials and citizens of Harbin took the riot very seriously. The workers have since sent representatives to the plant authorities to demand that the eight-hour day be restored and the foremen involved be punished. At the end of August, the case had not yet been settled.

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